Approved For Release 2000/06/06 : CIA-RDP81B00[redacted]R000100230031-4

DATE : 2230Z Ø2 JUL 59

SECRET

A/C DD/P
DD/P
CH/D3

OPS
DB
D3

PRIORITY

TO : DIRECTOR

FROM : [redacted] 25X1A

ACTION: DPD (1,2,3,4,5,6,7,8)

INFO : S/C (9)
FLG

TOR: 2250Z Ø2 JUL 59

DOCUMENT NO.
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S C
NEXT REVIEW DATE: 2011
AUTH: HR 70-2
DATE: 2/11/81 REVIEWER: 037169

PRIORITY

IN Ø2508

TO: 25X1A [redacted]

INFO 25X1A [redacted]

CITE 25X1A [redacted] 3512

ATTN: MR. BISSELL. INFO: COL. BURKE, 25X1A [redacted]

J-75 STATUS

1. FLIGHT 38 AND 39 AIRPLANE 342, CROSS COUNTRY FLIGHT TO DEL RIO AND RETURN. ENGINE OIL PRESSURE WAS SLIGHTLY LOW DURING CRUISE AT 45,ØØ FEET, HOWEVER, IT WAS ALRIGHT AT HIGHER POWER. ENGINE OPERATION OTHERWISE SATISFACTORY.

2. FLIGHT 14, AIRPLANE 358, ENGINE AND AUTOPILOT CHECK, B CAMERA OPERATION. ENCOUNTERED ENGINE BANGING IN THE ALTITUDE RANGE OR 55,ØØØ TO 58,ØØØ FEET. BANGING CAN BE STOPPED BY REDUCING POWER. HIGH ALTITUDE OPERATION WAS SATISFACTORY.

3. FLIGHT 15, AIRPLANE 358, HIGH ALTITUDE TRANSITION FOR 25X1A [redacted] AND B CAMERA OPERATION. CLIMB WAS MADE AT LOW POWER WITHOUT ANY ENGINE BANGS. CAMERA OPERATION WAS OBTAINED AT A PRESSURE ALTITUDE OF 74,2ØØ FEET. RESULTS BEING ANALYZED.

END OF MESSAGE

SECRET

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